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SHIPPING ENDS ON YENISEY TRIBUTARIES -- Rechenov Transport, No 54, 8 Jul 49

The supply operations usually begin on the Pit River. The Pit is a rocky corridor, a canyon with perpendicular cliffs, along which supplies are shipped to the gold industry. There are great difficulties in approaching the Pit, which flows into the Yenisey below the Angara. Ice breaks up on the Angara much later than on the Yenisey, while the Yenisey below the Angara is clear of ice before the Angara breaks up. The Pit ship caravan must sail downstream as far as the Angara estuary, and then wait for the opportune moment, when the ice breaks, to sail for the Pit. At the same time, they must reach the Pit before its water level falls too low for navigation. By agreement with the Pit River gold industry, the river fleet is not obliged to deliver freight along the Pit unless the water measurement at the zero station is from 200 to 220 centimeters in depth. Although the water measurement was only 160 to 180 centimeters this year, the river boatmen nevertheless made the trip.

The Pit ship caravan is an entire flotilla of almost 50 ships. During this year, almost 40 percent more freight was shipped than in 1948. The barge tugs Bagration, Gruziya, Tel'man, and Admiral Nakhimov led the way up the Pit this year. The Diesel freighter Khakassiya and the steamships Ulu-Khem and Kaganovich followed. Some barges had a clearance of only 10 centimeters from sand, pebbles, and sharp rocks. On 9 June, 10 days earlier than is customary, the ship caravan delivered the last ton of freight to the Pit River gold fields.

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There are two separate shipping operations on the Podkamennaya Tunguska, and the ships are sent as far as possible up the river, and the cargo is unloaded at a tributary of the Podkamennaya Tunguska. The Bel'skiy vessels on the Podkamennaya Tunguska are situated 300 kilometers from the mouth of the river. For the first time, a Diesel ship, the Azerbaydzhan, succeeded in reaching the first time, reached the rayon center of Baykit. The steamship Uin-Shan also reached the rayon center of Baykit. The Azerbaydzhan made five such trips this year, providing the fishermen of that region with all essentials of life. Diesel ships were used on the Vel'mo this year.

The Uzbekistan, Vladimir Lenin, and Azerbaydzhan operated on the Nizhnyaya Irtysh this year. This tributary is distinguished by its furious ice flows and the unusually high increase in water level during the flood season. The river was 22 meters above its average water level when the ship caravan arrived this year. The extremely fast current slowed to a snail's pace the upstream progress of the 1,500 horsepower Diesel ship Vladimir Lenin. The Vladimir Lenin with its caravan reached Tura, the center of the Sverdlovsk National Okrug.

Operations on Yenisey tributaries this year ended in the last 10 days of June. The river fleet then returned to operations on the Yenisey.

NIZHNIY IRTYSH FLEET MISUSES TUGS -- Rechnoy Transport, No 56, 15 Jul 49

During the present Five-Year Plan the Nizhny Irtysh Fleet has received a large quantity of 400- and 440-horsepower propeller-driven tugs. These tugs differ from the paddle-wheel tugs in that they have a deeper draft. However, the fleet workers, relying on the smoothness and durability of the hulls, use the tugs to pull barges off of sandbanks and to take grain out of small rivers.

Under these conditions, the tugs have shown a weakness in the fastening of the propeller assembly. When a tug is worked off of a sandbank, the deadwood system shakes loose and sand gets into it. Also, sand gets into the feed lines, clogs the filters, and has a destructive effect on the water-jet air pumps. The tugs Ekhnimov, Nevskiy, and Sakhalin have been in operation only 2 years, and already have been laid up for repairs on the deadwoods and pumps.

Damage has also occurred to the propellers of the tugs, and the dock of the Omsk Ship-Repair Plant is not equipped to repair them. As a result, repair of the propellers is haphazard and faulty.

LOCK FINISHED ON TSNA RIVER -- Rechnoy Transport, No 57, 19 Jul 49

The Troitsko-Dubravskiy lock on the Tena River has been put into use. Construction of the Chernigovskiy and Mutas'yevskiy locks and two GESs will be completed this year. In 1950 the Tena will become fully navigable within the limits of Tambov Oblast.

RIVER FLEET LAGS WITH JULY PLAN -- Rechnoy Transport, No 56, 15 July 49

According to the July schedule, 42 percent of the July plan for the Ministry of River Fleet was to have been completed 14 July. As of that date, 37 percent of the plan in tons, 33 percent of the plan in ton-kilometers, and 42 percent of the plan for fleet operations was completed. The Main Administration of Northern Fleet and Main Administration of Southern Fleet operated ahead of schedule. The Main Administration of the Central Fleet completed its assignment for fleet operations, but is lagging in the plan for tons and ton-kilometers. All fleets of this administration are behind schedule. The Main Administration of Eastern Fleet is lagging in all three respects.

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The Pechora and Northern fleets of the Main River Fleet are operating ahead of schedule. The Sukhona Fleet is ahead of schedule. The Don, Central Asia, and Upper Dnepr fleets are working on schedule. The Volga Fleet is lagging; 11 tugs have been laid up for repairs at the repair plants.

NORTHERN FLEET COMPLETES HALF-YEAR PLAN -- Morskoy Flot, No 94, 19 Jul 49

The Northern Steamship Fleet has completed the half-year plan for freight handling 108.1 percent for tons and 111.5 percent for tonnage. During the first 6 months of 1949, 22.6 percent more freight was handled than during the same period of 1948. The cost of freight handling has been lowered 3.8 percent.

RIVER FLEET PERSONNEL CHANGES -- Rechnoy Transport, No 57, 19 Jul 49

In connection with the organization of the Central Production Section, the Ministry of River Fleet has made the following appointments and transfers:

V. G. Aminin has been named head of the Technical Fleet Operation Sector and assistant head of the Central Production Section. F. A. Osipovich has been named head of the Ship-Repair Sector and has been released from his duties as head of the Production Technology Sector of the Central Technical Section. P. A. Romanov has been named head of the shipbuilding and machine building sector and has been relieved of his duties in the operations group of "Glavvostok" (Main Administration of Eastern River Fleet).

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